

(TDM) strategies, operational improvements, incident management techniques, and congestion pricing. In addition to the previously mentioned support for HOV facilities, the ISTEA provided for congestion pricing demonstration projects. Requests for proposals for congestion pricing pilot programs have been issued, and experiments with market pricing strategies and HOV buy-in or pricing could be considered.

Under the ISTEA, support for HOV facilities may be considered using National Highway System (NHS), the Surface Transportation Program (STP), and the Congestion Mitigation and Air Quality (CMAQ) program funds. Authorization of the proposed 159,000 mile NHS is currently being considered by Congress. In conclusion, the ISTEA and subsequent regulations are supportive of HOV facilities. As noted recently by U.S. Department of Transportation Secretary Pena, the goal is not to get more single-occupant vehicles on the system, but rather to encourage more use of all HOV modes.

Report from the Federal Transit Administration
Ronald Jensen-Fisher, Federal Transit Administration



It is a pleasure to have the opportunity to participate in this conference. I will cover three general topics in my comments this morning. First, I will discuss the new planning regulations, including the portion addressing major investment strategies. Second, I will summarize the Advanced Public Transportation Systems (APTS) program, which is FTA's IVHS component. Finally, I will highlight the transportation model improvement program, which applies to travel forecasting models.

As Jerry noted, the new Metropolitan Planning Regulations were issued in October of 1993. These regulations represent a significant change from past practices and will influence corridor and subarea planning. In the past, the approach to planning and the alternatives

considered were often driven by available funding. If highway funds were available, highway alternatives were considered; if transit funding was available, transit alternatives were considered. The flexible funding provisions of the ISTEA really changes this approach.

The new planning regulations further support this change. The regulations require that a full range of reasonable options and alternatives be considered in subareas and corridors. Thus, the focus is no longer on a single mode. Rather it is on multiple modes and combinations of different modes. The regulations further require the involvement of multiple groups in the major investment studies. At the outset of a study, at least five groups must be involved in the initial discussions on the technical content of the study, the range of alternatives to be examined, and other issues. These groups are the state department of transportation, the MPO, the local transit agency, FTA, and FHWA. In addition, the regulations note that resource and environmental permitting agencies and private transit operators should be included early in the planning process.

Although rapid transit is often thought of as rail service, HOV lanes can provide a form of rapid transit. Providing express bus service, which can average 55 mph on an HOV lane, is certainly comparable to LRT or heavy rail service which may average between 22 and 30 mph. HOV facilities have rated very highly in the cost-effectiveness evaluations that have been conducted in many corridors. It is critical that buses, not just automobiles, be considered early in the design stage of HOV facilities. In the past, some HOV lanes have been designed without adequate consideration to buses. This has made the provision of bus service on some facilities difficult. The University of Washington is currently developing guidelines for transit considerations with HOV lanes. These should help enhance transit considerations in the planning, design, and operation of HOV facilities. In the future, FTA discretionary Section 3 funding will be strongly linked to designing HOV facilities with transit in mind.

The provision of information on bus routes and schedules, and ridesharing is critical to encouraging greater use of these modes. There are a number of opportunities today to use a wide range of advanced technologies to enhance the flow of information. FTA's APTS program includes a number of demonstrations focusing on the use of advanced technologies to improve the provision of transit information, as well as enhancing service delivery and management capabilities. Ron Fisher, who is the Director of the office heading this effort, is participating in this conference. There are two sessions focusing on APTS and HOV facilities, and I am sure Ron would be happy to discuss the program in more

detail.

ISTEA and the Clean Air Act Amendments place additional demands on the travel forecasting process. In recognition of this, FTA, FHWA, and the Environmental Protection Agency (EPA) have initiated the travel model improvement program. This program, which is oriented toward improving travel demand forecasting models, has four components. The first element is being conducted by the Texas Transportation Institute. This is the outreach component which includes workshops, conferences, newsletters, reports, and other elements. The second component focuses on near term improvements to the traditional four step transportation modeling process.

The third element is developing a whole new generation of models. This is an enormous effort to completely

restructure travel demand models. This includes a \$27 million software development effort. Los Alamos National Laboratory is taking the lead in this portion of the project. This new approach involves examining travel at the micro or individual level, which is a completely different approach from the traditional models. The fourth element is considering new data needs and identify methods and techniques for collecting and analyzing data faster and easier. Part of this effort includes updating the existing FHWA manual on travel surveys.

The activities in these three general areas provide a good indication of FTA's interest and involvement in HOV planning, design, and operation. I hope you will have a productive conference. Thank you.